(b) if so, what steps are being taken to prevent supply to the consumers of coal adulterated with shale, rock and stone?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Coal India Ltd. as also Government have received complaints from consumers regarding poor quality/admixture of extraneous material in coal.

(b) Steps taken to improve quality of coal include selective mining so as to segregate inter-lain bands of shale/sand stone wherever possible, picking larger pieces of stones, shales and stocking of coal in such manner that over burden does not get mixed with coal while in storage. Some quantity of admixture of extraneous material is however unavoidable particularly in opencast mines. Bulk of the coal to consumers supplied by Coal India is paid for on the basis of joint samples drawn and analysed so that the consumers pay for the actual quality of coal received.

SC/ST air hostesses in Indian Airlines

2128. CHOWDHRY HARI SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the total strength of air hostesses in Indian Airlines belonging to the Scheduled Castes and the Scheduled Tribes; and

(b) whether it is a fact that the required quota of air hostesses belonging to these categories is not yet complete?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) As on 31.7.1990, there were 172 and 84 airhostesses belong to Scheduled Castes and Scheduled Tribes respectively.

(b) As on 31.7.1990, there was a backlog of only one Scheduled Caste candidate in the cadre of airhostesses.

Passenger capacity in Indian Airlines before the induction of A-320 aircraft

2129. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what was the total passenger capacity of Indian Airlines before A-320 was inducted into the fleet;

(b) what was the additional capacity offered by A-320 flights;

(d) what is the quantum of loss, if any, being suffered by the Indian Airlines due to the grounding of A-320 aircraft apart from the interest and depreciation; and

(d) which sectors were catered to by A-320 and what are the reasons for which the Indian Airlines passengers are facing difficulties due to the grounding of A-320 aircraft when all sectors were covered adequately even before induction of A-320 aircraft?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Airbus A-320 were introduced by Indian Airlines from July, 1989. Upto June, 1989, Indian Airlines was providing an average daily capacity of 30.6 million seat kms.

(b) In February 1990 the average daily passenger capacity planned by Indian Airlines with 15 A-320 aircraft was 9.2 million seat kms.

(c) On certain assumptions, the loss by way of reduction in cash surplus due to non-operation of A-320 fleet is estimated to be of the order of Rs. 60 crores for the period upto 31.7.1990.

(d) IA was operating A-320 services on the following routes in February, 1990:—

Delhi-Bombay	Delhi-Bangalore
Delhi-Lucknow	Delhi-Ahmedabad
Delhi-Srinagar	Bombay-Hyderabad
Bombay-Bangalore	Bombay-Nagpur
Calcutta-Delhi	Bangalore-Calcutta
Calcutta-Guwahati	Delhi-Bangalore-Trivandrum
Delhi-Hyderabad	Bombay-Calicut
Madras-Hyderabad	Delhi-Guwahati-Imphal
Calcutta-Agartala	Delhi-Kathmandu
Calcutta-Madras	Delhi-Karachi
Bangalore-Hyderabad	Delhi-Lahore
Bombay-Goa	Bombay-Ahmedabad

A-320 services were suspended w.e.f. 19.2.90. Indian Airlines has not been able to offer significant substitute capacity on these routes and, therefore, passengers travelling on these routes are facing shortage of capacity.

Daily intake of DDT

2130. SHRI B. K. HARIPRASAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether daily intake of DDT amongst the Indians is more than permissible levels as per WHO Report as reported in the Indian Express, Bombay dated the 29th June, 1990;

(b) what are the main reasons for these high level of residues, and what steps are proposed/taken to reduce these risks; and

(c) whether Government would put a ban on the use of DDT in the interst of public health and promote other safer methods of mosquito control?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI RASHEED MASOOD): (a) The Government has seen the news report.

(b) The main reasons for the high levels of residues are that the DDT and other organochlorine insecticides are not easily degraded and their residues persist for several years. Since these insecticides are highly fat soluble, their residues from water, air food and fodder get accumulated in fishes and animals. These residues are further accumulated in human being through food stuffs, edible fishes, meat and milk.

(c) Government has already put a ban on use of DDT in Agriculture and restricted the use of DDT in public health to the extent of 10,000 MT in terms of Technical grade to be reduced gradually. For vector control, the alternative methods like environment management, biological control, community based activities health education and intra-sectoral coordination and alternative safer insecticide etc. are being given due emphasis and field trials have been undertaken to work out feasibility of these methods to gradually replace the conventional insecticide.